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EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

NASA's McCoy speaks on shuttle program

Mike R. Durrer
Staff Writer

"THE SPACE SHUTTLE AND THE NEXT THIRTY YEARS IN SPACE" was the topic, and the speaker was NASA's Chief of Future Programs, Mr. Gene McCoy. His lecture got underway just short of 8:30 p.m. and lasted for about an hour and a half.

For the students, it was an informative evening they will remember. McCoy's honest speaking, and interesting innovative ideas caught the spotlight last Wednesday. McCoy briefly introduced himself, and presented his slide-show to more than about 150 students on the Daytona Campus University Center. McCoy handed out a specially made ceramic-coated tile, similar to those which are currently being mounted on the surface of the spacecraft to make it possible for the shuttle to withstand repeated heating and cooling up to 1000 round-trip flights without replacement. McCoy explained that the tiles were manufactured at the Lockheed plant in Sunnyvale, California. Starting out as silica fibers, says McCoy, the dry, cotton-like material was mixed with water, and cast into large blocks from which several of the actual tiles were made.

In a typical shuttle mission, which could last from 7 to 30 days, the orbiter's main engines and the boosters ignite simultaneously to rocket the

President of FAPA provides job hunting tips

By Dan Karger
Staff Writer

Lewis Smith, President of F.A.P.A. (Future Aviation Professionals of America) spoke about the aviation business last Thursday night to a capacity crowd in the University Center. He explained how FAPA is an information service providing future airline pilots with facts and guidance to make important career decisions. Mr. Smith gave three reasons why an aspiring pilot would need FAPA services.

The first was competition, second, the cost and risk involved in pursuing an aviation career. And thirdly the fast changing industry requires constant updates for the job seeker.

Mr. Smith admits the future is a little cloudy, but his company projects 17,000-19,000 jobs opening up with the airlines in the 1980's. They project 10,000 jobs opening up with the commuter airlines, 7,000-11,000 jobs in corporate aircraft, and 7,000 jobs in helicopters.

Mr. Smith said the airlines are looking for anywhere from 500 to 4,000 hours, depending on the airline, and an ATP. He said commuter airlines are looking for about 500 hours, multi-engine, possibly an ATP, and a pilot who likes twine and Pepsi's for lunch.

He said the military was considering a \$6,000 bonus for military pilots because their pilots kept leaving. (See FAPA Page 7)

Riff grows between PATCO and FAA

By Kevin Pasternack and John Scribner

Differences between the Federal Aviation Association (FAA) and the Professional Air Traffic Controllers Organization (PATCO) appear to be creating a rift between the agencies and might be cause for a strike by PATCO when their contract expires in March of 1981.

The two main areas of concern are in the type and efficiency of the computers used in Air Traffic Control centers (ATC) and the present contract which creates long working hours for controllers and limits their job benefits.

Out of Date Computers

According to Gary Eads, Vice President of PATCO's Western Region, the computer presently used in ATC centers, the IBM 920, is "out of date and has been since" (See PATCO Page 7)

Satellite successfully launched

By Gary Taitano
Staff Writer

The first of three SBS-A Advanced Commercial Communications Satellites was successfully launched from Cape Canaveral on Saturday Nov. 15 at 5:47 p.m.

The Satellite was launched aboard a Delta class rocket booster and will provide integrated, all dig-

ital, interference-free transmission of telephone, computer, electronic mail and video teleconferencing to SBS business and industrial clients. The owner and operator of the telecommunications satellite is SBS or Satellite Business Systems, a private company equally owned by Aetna Life & Casualty, COMSAT General Corporation and IBM.

The SBS satellite, built by Hughes Aircraft Corporation is the first U.S. domestic commercial satellite to transmit data on the less congested 12 to 14 GHz (K band) frequency and is capable of relaying up to 480 mega-bits of information at the equivalent of more than 10 million words a second.

This launch also marks the maiden flight of the first payload anticollision module (PAM). This particular launch uses the PAM rocket instead of a conventional third stage to launch the satellite into geosynchronous orbit 22,300 miles above the earth. The PAM vehicle will also be used aboard the space shuttle to launch other satellites into geosynchronous orbit.

Satellite Business Systems will contract the use of the satellite through 10 earth stations. Large corporations that use this system of communication will save as much as 30-40% of their present telephone expense. S.B.S. will be in direct competition with the major telephone companies, and according to Mr. Robert C. Hall, President of S.B.S. "This kind of communication system will revolutionize the business communication around the U.S."

With 200 earth stations by 1983 and the second and third SBS-A satellites in orbit, S.B.S. will provide communications for large and small corporations throughout the continental U.S.

THE AVION

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

THE AWARD-WINNING NEWSPAPER OF COLLEGE AVIATION

shuttle from the launch pad. Launchers are from the J.F.K. Space Center in Florida for east-west equatorial orbits or from Vandenberg Air Force Base in California for north-south polar orbits. According to McCoy, "Launches to the east will be made at the J.F.K. launch site as long as this country is doing it" since, a due-east launch gets a launch assist from the earth's eastward rotation.

"Ninety percent of NASA's launches are for other people," (that is, other nations), says Gene McCoy. Anyone can take up space on a shuttle flight for a legitimate scientific experiment, and "as long as you have 25 to 30 million dollars," a cost that will cover a five year lifetime service fee and high cost density based on dollars per pound. McCoy says that the shuttle is booked to solid until 1985.

SHUTTLE IS BIG BUSINESS

The Space Shuttle is big business. One mustn't neglect the tremendous intangible benefits and lucrative pay-offs: If we trapped "no technological" spin-offs, the immeasurable value of national pride and a sense of world unity justify the relatively modest price tag. At the height of Project Apollo, we spent less than two percent of the federal budget on space research, while over 40 percent was allocated to defense. In view of the potential dividends, which

dollar was more wistful spent? "We think an economic competitive advantage will keep us in the hall game," says McCoy.

TRYING TO KEEP UP WITH THE SCHEDULE

With the launch date for the first Space Shuttle flight now set for next Spring, NASA workers are trying to keep up with a schedule of events leading up to an early March blast-off. Modifications on the orbiter, the airplane-like craft Gene McCoy jokingly describes as half airplane, half brick, called Nov. 1. The NASA calendar called for heat tiles to be in place by last Sunday, Nov. 16, and the orbiter Columbia to move to an assembly building at the Kennedy Space Center by Nov. 23.

On the following day the entire Shuttle assembly will be placed on the launch pad.

There will be a main propulsion engine test on Dec. 1. A flight readiness test firing will be made on Feb. 7, and the launch will be made about mid-March.

SHUTTLE'S ROOTS

It was here in the Rockwell International Assembly plant near the Mojave Desert that Columbia, NASA's reusable Shuttle orbiter was put together. Columbia travelled overseas by truck to the Dryden Flight Research Center. (See SHUTTLE Page 7)



THE RIDES WEREN'T THE ONLY FUN at the 1980 Volusia County Fair. Animal displays, various food stands, and circus acts completed the spectacle. The fair closed last Sunday but will return next year. (Photo: Bagler)

AirFlorida Vice President speaks to Mgm't Club

By Cathy Babin Staff Writer

Robert C. Booth, Senior Vice President of Marketing for Air Florida, was the guest speaker at the Management Club's November dinner last Friday night.

Booth replaced Ed Ackert, chairman of the Board for Air Florida who was originally scheduled to speak. Ackert was in California negotiating the acquisition of Air California. After Air Florida expressed an interest in Air California, it became apparent that four other airlines also wanted to purchase it. Ackert had to represent Air Florida at a meeting of all five interested parties last Friday afternoon in Los Angeles.

After dinner, Booth was introduced by Randy Alexander. The key to Air Florida's success, according to Booth, is "Our airline is founded and managed on providing the best product at the best price to the public."

Innovation and willingness to change are also key ingredients of the Air Florida Philosophy. Booth said that one of the most innovative concepts has been running Air Florida. "As a business which happens to be an airline, Air Florida is a child of deregulation. Also we believe that mere size isn't any indication of strength or profit."

"Before entering any market we conduct extensive market research. We have absolutely no hangups about pulling out of a market if it proves to be unprofitable."

That every new route which has been initiated this year has been profitable from the first month, is evidence of the success of Air Florida's approach. Air Florida is also cost conscious. Booth stated that the management of Air Florida believes in keeping overhead costs to a minimum while encouraging high morale and productivity. Each employee of Air Florida "owns a piece of the action" through a company profit-sharing plan. The idea is that if employees have a personal stake in the company, they are more motivated to help it earn a higher profit. An example of this is the reservations

handle approximately 150 calls per day and their goal is to sell a ticket, to at least one half of them.

All employees, from their first day with the company, are made to feel that their jobs and their level of performance are important to the ultimate success of the company.

In the next year, Booth said, Air Florida plans to hire 800 additional people. One hundred pilots, 300 flight attendants and the remaining 400 people will join Air Florida. Only two years ago, Air Florida only had 800 employees.

This weekend it was announced that Air Florida bought Air California for \$47.5 million. Present plans are to operate each airline separately.

"We don't want to get too big. I've observed the bigger they (airlines) get, the worse they get."

When asked if he expects the current rate of growth to continue, Booth said, "We don't want to become too big. I've observed that the bigger they (airlines) get, the worse they get. We intend to expand and grow, but not in the current industry's definition." This expansion is already beginning. Air Florida is sponsoring another commuter service in south Florida to some of the Caribbean Islands. It is an "airline within an airline."

Before joining Air Florida, Booth had a wide and varied background in the airline and travel industries. He founded CBS Tours and was first president of the South American Travel Organization (SATO). He also worked for American Express as a travel correspondent in Uruguay and Panama. Prior to serving as a marketing consultant and general manager of the Northern Division of Aero Peru, he was Corporate Vice President of Sales for Braniff International Airlines.



A DELTA CLASS communications satellite lifts off successfully at Cape Canaveral. (Photo: V. Sotenberg)

editorial

Mark Matton

Students are pre-registering for the Spring 1981 trimester, all this week and if Monday is any indication, it seems as though it is going to be another fiasco.

The lines in the U.C. on Monday were much too long for students to wait in. Many waited in line for over four hours simply to assure classes for next spring. Some students had to miss class in order to register.

Even though the registration process has improved greatly in the past three years, something must be done to prevent such lengthy lines.

Maybe if the students who are scheduled for certain times would come at the stipulated time instead of cluttering up the lines by coming early, the lines could be alleviated. Prior planning on the Administration's side could have prevented hundreds of people from registering on the same day. Why does registration have to be accomplished in just three days?

On another note, the students



who are stealing the silverware and the trays are very inconsiderate to their fellow students. Not only is it inconvenient to wait for trays and utensils before one eats, but it also costs every student money when another piece of Epicure's property is lifted.

I can't believe that some students are naive enough to believe that the food service will absorb the cost of the stolen articles.

One final message is that next week will be this trimester's last issue of THE AVION, so if anything must be published, Thursday at 4:00 p.m. is the deadline. Period.

LETTERS

Students speak out

By Justin Sobczak

I would like to comment on Epicure's insufficient means of clearing cafeteria tables. I feel more people should be put to the job of clearing tables. After waiting in line for a few minutes I would like to sit down.

However, much to my dismay, most every table that has no one sitting at it has trays and garbage on it. The people who are assigned to clearing tables can not keep up with the constant flow of hungry students.

So, if there are more people assigned to this duty more tables will be clear and the environment of the U.C. will seem cleaner. I hope action of some sort will be taken soon. Thank you.

[EDITOR'S NOTE: It is the responsibility of each and every student to at least make an attempt at returning his/her tray to the proper receptacle. If all students would cooperate, then the problem of messy tables would not exist.]

By Roger Craig

I feel that phones should be installed in the resident hall and dorm rooms. When someone is trying to locate a student by phone he takes the chance that no one will be there to answer the pay phone. If, by chance, someone does answer the phone, that person has to run around looking for the room, find it, and if it is late get the student out of bed.

Getting out of bed at 2 a.m. when it is 45 degrees outside does not appeal to many students. Having phones in the rooms would make phone calls cheaper for the student. Also phones in the rooms would eliminate having to run around looking for an available pay phone. A student with a phone in his room is a student who is healthier, safer, richer and more relaxed; therefore, a student who can study with a greater degree of competency.

[EDITOR'S NOTE: The Student Government is researching the possibility of installing phones in the Residence Halls.]

Practice makes parking



THE GRASS PARKING LOT on the east side of the U.C. has been the cause of some concern lately, due to inconsiderate drivers.

TO ALL STUDENTS

As all of us are aware, the parking situation at the school is an extremely sore subject at best. I would like to share with you an extremely aggravating experience. I had last Wednesday afternoon. After classes in the morning, I tried to leave but was almost prevented from doing so because of some thoughtless students.

If it were not for some of our security people here, I would not have been able to do it.

In the east (grass) lot, four students had decided to park right in the middle of the lane that we need to go up and down to get to a particular spot. Granted, the parking is tight here, but does it warrant the

Paul Dwyer

Wes Oleszewski

PRESIDENT'S CORNER

Where are we now?



Here we are in the throes of registration. We're a jumble around here.

S.G.A. office! I hope everyone is getting all the courses they want without too many problems. It's amazing how long the lines get!

I hope everyone went to see The Roblin Thompson Band Saturday night in the University Center. It was great! Everyone had an excellent time. I want to thank all the people in Entertainment—you folks did a super job! The stage crew did another superb job!

Not much else to report on this week. All the projects I reported on last week are coming along pretty well. Hope everyone is getting ready for Thanksgiving break and THEN finish!

Notices

VANDALISM COSTS

By Rod Harris, S.G.A. Rep.

Well, friends, it looks as though ruin is going up another headed brick next fall. One of the causes of this is VANDALISM.

Do yourselves a favor, fellow students, and learn this lesson NOW: E-RAU pays for NOTHING! We students and taxpayers pay for EVERYTHING!

Every time you break something for giggles, it comes out of your pocket and mine, and frankly I can't afford it.

The atmosphere around here is bad enough without the additional strain imposed by vandalism. There are several less expensive ways to entertain yourselves, so let's start looking for them, and if you find one, please share it with the rest of us.

SENIOR CLASS MEETING

A Senior Class Graduation meeting has been scheduled for November 20, 1980 (tomorrow night) at 7:30 p.m. in the University Center. A Senior Class President will be elected and graduation procedures and announcements will be discussed.

ALL GRADUATING SENIORS ARE REQUESTED TO COME!

ATTENTION: If you are looking for a way to make some extra money, with no investment no long term commitment, work between classes, no door to door selling or Teapower type parties: It's time you called us - find out Today: Call Carlos 255-9185.

RESIDENT ADVISOR APPLICATIONS NOW AVAILABLE

Applications for Resident Advisor positions for Spring and Fall, 1981 are now available! All applicants for a R.A. position must have lived in the Residence Halls for at least one trimester and sign up to take the Resident Advisor Training Seminar to be held during the Spring trimester.

Application forms are available in the Housing Office, Residence Hall II, between 8 a.m. and 5 p.m. Application deadline is November 20, 1980.

The Resident Advisor Training Seminar will be held on Tuesday and Wednesday nights, 7 p.m. to 8:15 p.m. The seminar will be aimed at developing skills to assist candidates with problem solving, goal development, communications, and decision making.

WACKY BRAIN - WRACKERS

By Michael Abiodun (Abbey)

SOLUTIONS TO LAST WEEK'S QUIZ

1. Leo Tolstoy

2. Vatican City, with an area of 17 square miles.

THIS WEEK'S QUIZ

1. Does the Mona Lisa have eye-brows?

2. What is the smallest possible number of people in a family consisting of two mothers, two fathers, two sons, two daughters, one in mother-in-law, 1 father-in-law, one daughter-in-law, one grandmother, one grandfather, three grandchildren, four children, one brother and two sisters.

NOTE: Send your answers to Box 5146.

ATTENTION SENIORS

All seniors will be required to wear a jacket and tie for senior pictures. Girls should wear a dress or suit.

ATTENTION: All those students who will be taking a flight course in the spring are reminded to check in prior to the start of regular classes so you can be assigned an instructor.

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Be a contributor; we need your comments

By Ramone Fishman

APATHETIC OF THE MONTH

This could be your picture in this space! We know this is asking a lot but if you can write in 25 words or less why you feel you should be voted Apathetic of the Month then you may be in the Avion! If you don't want to write then just sign your name or put an "X" on a 3 x 5 index-card and send it to us for consideration.

Those of you who have read this far need not apply.

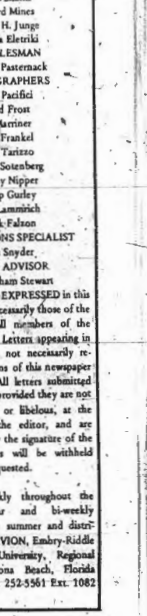
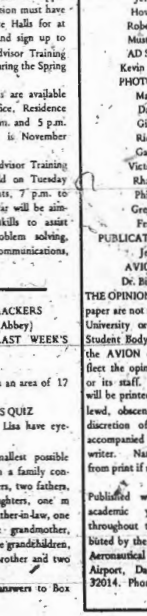
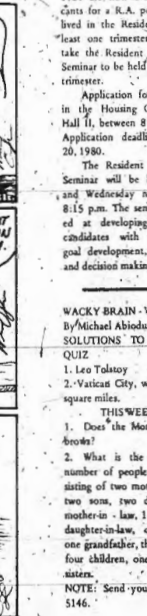
ADDITIONAL NEWS

The physical plant has still not recovered the three men assigned to studying the parking lot surface.

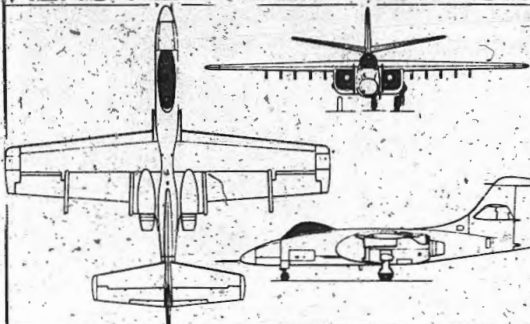
The men equipped with food and water supplies for three days, a vehicle resembling the moon rover ventured into the bombing run, converted parking lot Friday in the hopes of finding two Embury-Riddle staff cars and a night security guard who disappeared two weeks ago while chasing bike-thieves across the campus.

The authorities believe the security guard was near the library because his last radio transmission faded from that area.

Klyde Morris



AERO-PLAIN IDENTIFICATION



THE FIRST EXACT ANSWER, presented to THE AVION, of the identity of this aircraft will win a free one trimester subscription to THE AVION, sent anywhere they want. The winner's name and the answer to the puzzle along with a new mystery aircraft will be published in the next issue of THE AVION. The student publications staff, previous winners and their families are not eligible. Last week's winner was FRANK MONTALVO with the answer, The Flyshin IL-86.

Karl E. Lehman, AMT instructor, passes away recently

According to Jackson Seitzer, Aircraft Maintenance Management graduate from Embury-Riddle in 1974, informed the Avion that Karl E. Lehman, E-RAU Maintenance instructor until 1972 was the "Best Faculty member" he ever knew, and with Mr. Lehman's recent death, Jackson wanted the university to remember this effective instructor.

Jackson told Avion staff that Lehman was born in Germany at the turn of the century, and was drafted into the infantry during World War I. However, through screening he received a flight school slot instead of going to the front lines.

Karl became a fighter pilot with maintenance skills. He was grounded when the War ended.

Part of his war experience was being held by the Russians for



KARL E. LEHMAN

about one year. Seitzer seemed to think that he was a possible prisoner of war.

In the early 20's Lehman came to the United States, but never received an U.S. pilot's license, because he never flew alone.

His maintenance background took him to Long Island, N.Y. to work in the aircraft maintenance field and during this time period was married.

Karl started his own fixed base operation, next to the now, Kennedy Airport. He was working at the field where Lindbergh began his flight

Spring loan deadlines approaching rapidly

A few spring student loan deadlines are approaching very soon. As spring loan applications that are to go to Florida Federal Savings and Loan, Dale Springs and Loan, or the state of South Carolina must be in our office by Friday, Nov. 21, 1980. This will give us time to go

across the sea.

As part of his historic career, he served on aviation committees with Amelia Earhart, world famous aircraft pilot.

At one time he took over a military base and was number two in charge, but couldn't become the head official for the base because of his German background. After World War II, he left the base and moved to Miami where he began to work for Embury-Riddle.

When Riddle moved up from Miami Karl commuted from Daytona to Miami because of his wife.

While with Embury-Riddle, Mr. Lehman was presenting many awards by the students who were most respected for his ability in many maintenance jobs: example: Aviation Welding.

His wife passed away in 1974 and after his retirement he continued to live in Miami until his death.

It is impressive to see what an impression Karl Lehman made on this E-RAU alumni and it is with deep regret that E-RAU says goodbye to Karl Lehman, the best faculty member at E-RAU.

[Jackson taught here after graduation, running the Simulator Department for two years. From 1975-1977 he was the area coordinator and maintenance instructor in Germany. He has also been a DC-9 captain for Evergreen.]

them in by the last day of November, which is the final deadline for these lenders.

Students that are applying for Veterans loans should submit spring loan applications as soon as possible. We will send them to V.A. in St. Petersburg on Dec. 5, 1980. It helps to apply early.

National Space Club awards scholarship

The National Space Club will award a \$3,500 scholarship for the academic year 1981-1982. The scholarship is in memory of Dr. Robert H. Goddard, America's rocket pioneer. The award is given to stimulate the interest of talented students in the opportunity to advance scientific knowledge through space research and exploration. The 1981 Award Winner will be introduced to the nation's leaders in science, government and industry at the Goddard Memorial Dinner to be held March 27, 1981.

The terms of the scholarship are as follows:

1. The applicant must be a U.S.

citizen, in at least the junior year of an accredited university, and have the intention of pursuing undergraduate or graduate studies in science or engineering during the interval of the scholarship.

2. The selection for the Award is made by the NSC Committee on Scholarships on the basis of the following:

a. Official transcript of college record;

b. Letters of recommendation

from faculty;

c. Accomplishments demonstrating personal qualities of creativity and leadership;

d. Scholarly plans that would lead to future participation in some phase of the aerospace sciences and technology;

e. Personal need is considered but is not controlling.

3. Applicants should apply by letter and provide the necessary data requested in a,b,c,d, and e, above

no later than January 12, 1981, to:

National Space Club
c/o Dr. Benjamin K. Early
1629 K Street, N.W., Suite 700
Washington, D.C. 20006

Dr. Early is Chairman of the Scholarship Committee.

4. Upon final completion of his work, the Winner shall prepare a brief report on a topic of his selection to be presented to the National Space Club.

Funds awarded are paid to the Winner through his University before the new academic year begins. The Winner is eligible to compete for a second year if the circumstances and his accomplishments are warranted.

News from financial aid



Dealing with the ins and outs of interest rates

As part of a three-part series on personal banking tips, the Financial Aid Office would like to explain the "ins-and-outs" of interest rates associated with personal savings accounts. This may be an area that many of you are not completely familiar with.

You may think you are receiving a very good interest rate on your savings when, in fact, you may be able to find a rate significantly better at another institution near by. Also there are optimum ways in which to deposit and withdraw funds so you can obtain the greatest amount of interest. You could be losing interest by the way you deposit and withdraw money. Listed below are a few questions you may want to ask yourself.

COMPOUNDING OF INTEREST

1) Do you know what your bank's policy is on the compounding of interest? The more often your account is compounded, the more your account will earn. For example: A rate of 5% paid to you every quarter is higher than 5% paid annually. A rate compounded each month is even higher. The importance of compounded interest increased as the amount of your savings account increases.

WHEN IS INTEREST CREDITED?

2) A very important question you need to ask yourself is "When is interest credited to my account?"

This is of major importance because under the policies of many institutions, if you withdraw before the stated interest payment date, you will lose all interest due to you on these funds. The interest period is a good idea. Withdraw funds right after the date for crediting interest. This way you will receive all interest due you during the previous interest period.

"GRACE PERIODS?"

3) Does your institution have a "grace period" when you can withdraw funds around the interest payment date without losing interest? If there is a grace period, how many days are you allowed to withdraw funds and still receive the interest your money had earned?

There may also be a grace period after each interest payment date when you can deposit money and have it earn interest from the payment date. Also, does your grace period include every calendar day or just business days? A period of grace that includes only business days is better because your grace period will last longer.

PENALTIES FOR WITHDRAWING

4) The institution you hold your savings account may have penalties for frequent withdrawals and may give an interest bonus if you make no withdrawals for a specific period.

WHEN DOES INTEREST BEGIN?

5) Another very important point to mention is whether or not your savings account begins earning interest from the day of deposit to the day of withdrawal or if your institution pays interest on the smallest balance you have in your account during the interest period.

If you are unsure about any of the situations mentioned above, a simple phone call to your bank should answer these questions. If you do not have a savings account and are considering one, you may want to find the answers to these questions from several banks and savings and loan associations before deciding which institution is best for you.

The birthday of a country

By Jorge B. Sanchez
Box 1143

The isthmus of Panama is the continental link joining the Americas and, for centuries, the passage between the Atlantic and Pacific Oceans. Its narrowest section is 50 miles wide. This portion first served as an overland transshipment route and in modern times is the site of the Panama Canal.

The capital, Panama City, is located at the Pacific terminus of the Panama Canal. It has become an international financial center, with approximately 80 banks from the Eastern Hemisphere, Europe and Asia. Panamanians for centuries have been accustomed to the ebb and flow of people from other lands; it's a fascinating mixture of races and cultures testifies to its position as a "Crossroads of the World" as does its commerce with goods from around the world.

Spanish is the official language although in Panama's main cities there are many people who also speak English.

If you go to Panama from the United States there is no need to exchange currency; Panamanian balboa is at par with U.S. dollar, U.S. bills and coins circulate freely.

Panama's independence day is November 3rd and there are different celebrations during the week. HAPPY DAY!

1903-1980

Financial Aid holds workshop to inform students Nov. 25

A financial Aid Workshop will be given Tuesday, Nov. 25th in Building W, Room 304 for all interested students. Two sessions have been scheduled so that you can arrange to attend one or the other.

The first session is scheduled from 4 - 5:30 p.m. and the second from 6:30 - 8 p.m. The same information will be given at both sessions - so please feel free to attend either. The purpose of this workshop

is to inform students of what types of financial aid are available for 1981-82, explain what forms need to be completed and how to fill out these forms, in particular, the Financial Aid Form. There will also be additional information available concerning new financial aid rules and regulations signed into law by President Carter on October 3, 1980. Many changes have been made, all of which may affect your financial aid for next year.

It's Fun!
(Often funny)It's Informative!
(All you wanted to know but were afraid to ask)

It's Persuasive!

(Surprising performances)

It's Entertaining!

THE 1980 SPEECH NIGHT

Learning Resource Center
Monday, Nov. 24th 7:30 pm

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Jethro Tull's 'A' gets an 'F'



Jethro Tull

By John Scribner

Oh, for the days of BENEFIT, THICK AS A BRICK, and AQUA-LUNG. Jethro Tull is back with another entry in the muted effort category.

Sounding remarkably like SONGS OF THE WOOD, Tull's latest release, titled with a logo that resembles the letter 'A' is a polished, smooth effort that lacks all the raw talent of Tull's earlier albums.

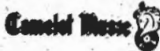
Musically, Ian Anderson, the band's flautist, lead vocalist, songwriter, and the man behind Jethro Tull, has backed himself with yet another band for this album. The only exception to the personnel change is Martin Barre, the band's lead guitarist who has remained with the band longer than any other member.

Yet, even with new musicians, Jethro Tull's music is becoming stagnant. The sound is polished, to be sure, but polished sound cannot replace creativity.

The similarity of Tull's music might be statement of Ian Anderson's control (or perhaps, mothering) of the group's creativity.

Literally, Anderson has lost his talent of poignantly-looking at the hypocrites and idiosyncrasies of our human race. What ever happened to songs like "Aqualung" and "Locomotive Breath"? On 'A', Anderson dabbles weakly in the idea of extraterrestrial invaders and four wheel drive jeeps (!).

Anderson has lost his critical eye. Perhaps it is due to the insubstantial mellowing that comes with age. Tull's lack of drive can only be attributed to its founder and prime force, Ian Anderson; and when a band's founder loses his drive, it has to reflect in the band's work. Such is the case with 'A'.



Robbin Thompson: powerhouse band

By Jeff Balfow



The Robbin Thompson Band

(Photo: F. Falzon)

In one of the finest concerts of the fall semester, the Robbin Thompson Band treated the University Center audience to a unique combination of many rock styles. Their one hour and forty-five minute show was a well thought-out sequence of rock, ballads, and even blues, rap and gospel tunes.

The band employed the typical five-piece rock lineup: lead vocal, guitar, bass, keyboard and percussion. Robbin Thompson was the lead singer and also rhythm guitar and harmonica player.

The band's style seemed to be a tight mixture of Southern rock, bluesgrass, and contemporary California rock (Thompson used to play with Bruce Springsteen and admitted that one of his biggest favorites is Tom Petty).

Their set consisted of original material from earlier Thompson solo material and from music the band has made in their two-year existence. The Robbin Thompson Band has released one album entitled TWO BY PLEASE and is scheduled to return to the studios in January for their second.

Several of the harder rock songs

of the concert contained some competent jamming, and the band was at ease with the packed U.C. jockey and clowning around on stage. Thompson admitted to enjoying college audiences as much as any they've played. The theme of the show was the encore, "He's Guilty." Here, the best qualities of the group were obvious: Robbin (See THOMPSON Page 7).

Bar-Tender cruises Main Street

By Pat Hasser

Staff Writer

Bob Seger made a song about it; just about every town in America has one. Mr. Webster says, "Most important, principal, major," synonyms and antonyms of it include superior and primacy. What is it? "MAIN" Street.

Main street is located five blocks from Broadway and a little under a mile away from Seabreeze Ave. It's east-west borders are the ocean and the river. Main Street was at one time the hub of civilization in Daytona Beach. This asphalt tract is now the nest for bikers both locally and nationally.

Come and cruise with me down Main and visit its drinking facilities otherwise known as bars.

First down the line is the Red Gaiter Club located on the corner of Main and A1A. This is known as one of the local topless bars in the area. I've already rated it. (Refer to last week's issue for details).

Next comes the Elbow Room Bar slightly off Main. This writer is not enthusiastic about this bar.

Toward the other end of the block and again off Main is the Iron Horse Saloon. This place is known as a biker bar. This thought probably makes you, your wife and/or girlfriend shudder but have no worry. It's not as bad as what you may have heard. Once you get a chance and get to talking shop with the people in here it's not as hostile as you think it is. Drinks are cheap and strong. (Out of a ten 7.8).

Just Laddie-corner to the Iron Horse is Kiddle's Saloon, formerly the Nookie Pub. That makes you wonder if it's another of Jack Ham's subsidiaries but again you have nothing to fear, for it's not.

Again not a bad place - drinks aren't bad, service is fairly quick, no entertainment - only a juke box I'd say a 7.5 out of ten.

The next stop is the Tropical Bar located across from the "Dallas Cowboy." If you get into watching palmetto bugs racing each other down the bar to your drink so they can jump in and back stroke a bit, please be sure to make this a place

tops on your list. Entertainment is supplied by the "Boating Bunch," the best comedy this side of the Halifax. I really got a laugh watching the bar residents fight over half a beer, watching their heads hit the bar for a sixth, and then stagger out due to lack of funds. Your best bet - would be to just drive on by. I won't bother taxing my brain to give it a rating.

Walk across the street to the "Dallas Cowboy" and have a boozy old time here. Formerly the "Wreck" Bar, the Dallas Cowboy is the newest C & W bar in the area complete with the mechanical bull, (which I fell off six times).

Drinks are good and strong, service is good, and if a D.J. isn't spinning your favorite Willie Nelson tune, the bards will do some place to your ears.

Out of a "ten" gallon bar: 8.5.

Don't bother going to Blackbeard's Tavern, not that it's bad or anything of that nature. It's closed and looking for a new owner.

Last, but not least, is the famous Boot Hill Saloon. The "Meca" for

Bikers" is a pretty nice place but you have to get into the type of people who inhabit this bar. Again they are pretty down to earth people.

The Boot offers a wide selection of beers from America and abroad. They recently expanded the saloon to accommodate more billiard tables. Other than the race track, the Boot-hill Saloon is the headquarters for bikers during bike week in February and boy, is it quite a sight to see what some people ride. I give the Boot a size 8 out of ten.

One last comment is that I won't be able to continue on with this column after December 13th at 10 a.m. for fear that I might graduate. (This is all dependent on whether or not I pass my favorite class - Accounting with Mr. Chamberlain.) Anyway, I'm looking for a replacement to write my column. I prefer that either you are or were a bartender, that you can write, and that you have one night a week to "tour around."

If you think that you are of the right caliber for this column then please stop by the Avon Office or drop me a line at Box 2287.

This week drink:

- PLANTER'S PUNCH
- 1) 1/2 oz. dark rum
 - 2) juice of 1/2 lime or 2 oz. of Rose's Lime Juice
 - 3) quick dash of grenadine
 - 4) dash Curacao
 - 5) 5-6 oz. soda
 - 6) garnish with a pineapple stick and a cherry
 - 7) mix rum, lime juice, grenadine and Curacao; strain into glass; fill with soda; garnish it.
- CINNY PUNCH
- 1) two cups lemon juice
 - 2) 1 1/2 qts. orange juice
 - 3) shot of grenadine
 - 4) 2 qts. gin
 - 5) 2 qts. soda
 - 6) orange, lemon, and cherry slices for garnish.
 - 7) mix ingredients into punch bowl with a block of ice and soda, stir slowly; garnish.
 - 8) Makes about 45 servings
- *Note: If you don't like gin, vodka or rum can be substituted.

What's Happening With Entertainment

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Euphoric voices travel over radio

New Covenant Players perform Christian coffee house

By Seth Tizlik
Staff Writer

Have you ever wondered about the sometimes euphoric sounding voice on the radio known as the disc jockey? If you haven't wondered, the Avion did and subsequently decided to send this reporter to do a little investigative reporting.

Chosen for the interview was WDOQ of Daytona Beach commonly referred to as Q-102.

Lying amid used car lots, machine shops and picturesque piles of garbage is Root Street, home of Daytona's Q-102.

Lou Blackby, production manager was found sitting askew among heaps of papers and record albums. Lou apologized, explaining that he is in the process of switching offices.

Lou and I talked for a while over cups of coffee, during which I stated my purpose and goal of the interview. Lou enthusiastically

agreed to the idea.

Picking up my rusty recorder I followed Lou to the other end of the building where the broadcasting room is located. Opening the door quietly, Lou motioned me in. A man bending over a electronic console dotted with multi-colored lights and switches turned around. Lou introduced him as Brother Bob left the room.

Brother Bob who looks to be in his late-20s with moderate length brown hair was definitely not the stereotypical image I had always portrayed of DJ's. Instead he could be one of a thousand people I see on the street everyday. I now began the questions.

AVION: Why does a person want to become a DJ?

BROTHER BOB: I think anybody that tells you it isn't ego is lying to you. When I was originally interested in broadcasting, there were very

few other people also interested in it. So it was a bit easier to get started in the business, than it is now. Because, you could just walk into a station and say, hey I'd like to work and if you were cheap enough they would hire you. However, the urge to get into radio in the past five or six years has increased ten fold.

Everyone I talk to, nowadays says, get it, I'd like to do that. AVION: How did you get into radio?

BROTHER BOB: Well, I had a cousin who was in the business and I went down to the radio station once to see it and said, this doesn't look hard, it looks like fun.

Indirectly it was all ego. When you first get into the business you don't worry about salaries and nothing like that. Then once you're in, you realize that salaries and money and certain other things

things you do with your career are important.

Everybody's goal is to work in the big city, because of so many more people left will listen to you, therefore, a bigger salary and finally the ultimate ego.

AVION: What kind of audience do you attract here at this radio station?

BROTHER BOB: What we do here basically is mass appeal. If you take the entire listening audience from age 0 to age 100 put them in a circle, a pie for instance, we're aiming for the biggest piece of the pie.

The standard complaint you get on any station is that you play too many commercials. We here strive to keep our commercials at a limit where they don't interfere that much with our music. We aim here to let the music carry the radio station, it's our most important product and our biggest entity.

People have a habit of listening to radio with half an ear. They're doing something else, the house wife is cleaning her house, the guy in the car is keeping his eye on the road. Very few people turn on a radio to listen to it like you would watch television. We research our audience carefully, we're always on top of what they want to hear.

AVION: How do you research your audience?

BROTHER BOB: By telephone surveys, by our request line by which we keep a list of the most requested songs. We survey record stores and see what records are selling. We monitor the other radio stations to see what music they're playing. Then by combining all these sources we usually have a pretty good idea of what our listeners want.

The days of a DJ walking around wearing beads and saying here lifelines are really past. Often that's the way people think of us. They think that you come in here and spin records, have fun, and then go home. What they don't realize

(See RADIO Page 8)

By Brett Hebler

The Christian Fellowship club is now in the process of purchasing shirts for the club. These shirts are not T-shirts but are instead golf shirts. If you would like one see Phil Williams or Nannette Munoz as soon as possible. The shirts cost \$8.00 and you may choose from a number of colors for your shirt.

We are now planning some activities for the Spring trimester. If you would like to be a part of this planning, come to our next club meeting. The club meets every Friday at 7 p.m. in Room A-202.

If you are interested in seeing small acting groups perform, I think

you will be interested in a group called "The New Covenant Players". They will be performing at the Christian Coffeehouse on Monday, Nov. 24 at 7:30 or 8 p.m. The Christian Coffeehouse is on North Ridgewood Ave. about 1.5 to 2 miles beyond the Holly Hill police station on the right-hand side. It is right next to the Hotel Riviera.

If you would like better directions or more information, about the club drop a note in my box (4597). There is no admission charge for the Christian Coffeehouse but a donation to pay for expenses would be greatly appreciated. May God richly bless you this week.



Q-102 DISC JOCKEY, BROTHER BOB interviewed by THE AVION is shown here in the Q-102 broadcasting booth. (Photo: D. Frost)

International Students Office offers host family program

By Mustafa Elertli
Staff Writer

E-RAU's International students can establish cultural ties with American families through the International Student Affairs Host Family Program.

While the host family idea is not new, several campuses in the nation this is the first trimester E-RAU has offered the program.

The host family program was originally created to offer foreign students a cultural bridge by offering them a close relationship with American families.

While the help offered is not necessarily financial, a foreign student can rely on his host family for knowledge and some assistance in living in the United States. Though most host families do not provide living quarters for foreign students, they often do invite students for meals and informal get togethers.

According to Mrs. Charlotte Skinner, Director of International Student Affairs, approximately 15-20 families in Daytona have agreed to act as host families for E-RAU's

international students.

Mrs. Skinner added that international students are usually contacted through articles in the E-RAU publication "Beyond The Horizon".

"International students should be aware that Host families are available for the Thanksgiving break," Skinner said.

The international student affairs office will also be sponsoring a Thanksgiving dinner with those community families who were interested in working as host families.

For further information students may also contact Carmen Halmid or Karen Doyle in the International Students Affairs Office.



Charlotte Skinner, Director of International Student Affairs. (Photo: R. Frankel)

First Annual Fall Ski Festival

E-RAU Ski Team will face off in Head To Head Competition with Stetson University's Ski Team

included in the competition will be 4 - Man Tubing Competition Nov. 22 - Lake Sixma

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Winged Sigs pledges cook out

By Chris Houtman
Chapter Editor

Well, after a brief hiatus of two weeks Sig Newton is back to record the history making events of the Winged Sigs. It was an action packed week, lot to talk about, so let's get started.

Congratulations are in store for Slip and Filbert. Slip was able to get out the revised by-laws for the first time in two years. Filbert, the chapter historian, built a scrapbook which is a model one at that. Measuring about two feet by one and one half feet it is, to say the least, impressive. Excellent job on both parts, and so they will share the brother of the week award. Good job guys.

On Saturday the pledges had a cookout at the house. Chili, hot dogs, beer were on the menu, with the pledges giving the brothers a good time. Glenn Catania cooked up a wicked bowl of chili with A.G. coordinating things down by the grill. You guys did good. We're in.

pressed.

Last night the Sigs road tripped it to Bunnell and the Flying W Ranch for a hayride. A keg was on hand for the occasion, and the brother's spirits were high. During the entire two hour trip songs were sung with an occasional hay fight. Thanks to John Clough and

Jim Dillon who organized the event, and the Flying W Ranch who gave us a good time.

Space does not permit me to write further so I will terminate it here, glad to be of service, and thank you for reading this far. Until next week - Aloha.

Lambda Chi Alpha; brotherhood runs high

By Big Al

Howdy! Many of you may think that it's a lot of fun writing this article every week. Well, believe it or not, it isn't, especially when there's not anything to write about. I rarely, however, have that problem. You see, for a small group like Lambda Chi Alpha, we manage to do a great deal of things together, whether it's going out to dinner and beer, or going to Key West.

The Brotherhood runs high.

Saturday we associated two fine men: Russ Palotti and Rhany Nipper. It's good to have you with us, guys. Sorry I missed the ceremony, but I just missed up.

Friday night saw Ted and Russ and this writer off on a trip in search of the perfect triangle. I think we found something, but it will require more research to smooth out the rough edges.

Now that the vehicle is obtained, it's getting time to follow our favorite buses, Rhams, to Key West, the old Sunshine, and refugees. That's Thanksgiving, folks. And remember: for a trip like this we really got to have faith!

Sigma Phi Delta

increases

activities

By Hawk and Weeks
At the weeks of the trimester divide the activities around the candle increase. With our Eastern Province convention just around the corner and pledge projects getting underway, the members of Sigma Phi Delta have been working constantly. As a matter of fact, the houses haven't looked better, and we would like to take this time to congratulate all involved: well done, brothers, pledges and little sisters. Now, hopefully, we can keep these houses in tip top condition until the close of the trimester.

Now for Brother Update: Mich and John, of the South, have been hit hard while Jake and Edward are holding their own. El presidente Walker is trying to defect. Biagio has derived a new Physics formula: F=UN.

Glen is applying F=UN to chemistry. Klinton and Ken are still trying to recover from Saturday night's party.

Alpha Eta Rho sends lucky winner to Freeport



JIMMY VAN ZINO (center) shows the winning ticket and smile. (Photo: G. Lamrich)

By Zoomer, Chapter Sec.

The ritual is scheduled for Friday afternoon, and afterward, everyone will be going over to President Hunt's.

Congratulations to Larry Smith, the Vice President for getting his Flight Instructor certificate.

The air lift and the "pie in the face" fundraiser are great ideas, thanks a lot for both, Larry.

Final interviews will be tomorrow.

Air Force ROTC inspects MacDill AF Base

Last Sunday, the cadets and cadre of the 157th Air Force Reserve Officers Training Corps (AF-ROTC) Detachment traveled to MacDill AFB, in Tampa, Florida.

MacDill's annual airshow was once again, a sensational display of aircraft, equipment and precision aerobatics. Along with the many static displays of Air Force and Army aircraft this year, were featured MacDill's own F-16 Falcon, the U.S. Air Force Thunderbirds, and the Army's Golden Knights.

Many of our freshmen cadets

were exposed to these military aircraft for the first time.

They were immediately impressed with the variety from the massive and whale-like C-5A, to the sleek and dart-like F-16 Falcon.

I must applaud wing staff's decision for sponsoring this trip. In no other way could these cadets be allowed to examine up close such a varied line of equipment and military functions.

Indeed, it is very possible, that many of our newer cadets are now developing opinions and attitudes

Arnold Air Society raises money for cerebral palsy

By John Glass "Your Info Officer"

Last Sunday, 9 Nov. several of us had the opportunity to aid the Cerebral Palsy Foundation by helping at Daytona Beach Aviation to give plane rides to the public. For three cents a pound, people could ride aboard a Cessna 172 and for \$20 they could ride in a T-6.

Brian Duddy and I took the opportunity to go up in a T-6, each of us in a different plane. The pilots were kind enough to take off in formation and fly that way along the beach.

We were cruising along cheerfully when suddenly we spotted the enemy - a 12-foot sailboat - clipping along through the water.

At the command, the pilots simulated a dive attack on the poor defenseless sailor. After the raid we pulled up into a roll.

After the scare we returned to

the base. Now Brian and I both know just what it was like on that fateful day of December 7, 1941.

Four names were left out of last week's list of winners for the costume contest. They are Steven Myers, Laila Lipomani and Norm Lagasse and Luis Poole, who tied with the others for best couple. After this there will be no more corrections.



Photo by V. Sotenberg

Management

Club dinner

resounding

SUCCESS

By Cathy Habi

The Management Club dinner, held last Friday night at the Treasure Island Inn in South Daytona was a resounding success.

Robert Booth, of Air Florida was an excellent speaker and assured the club that Ed Acker, Chairman of the Board for Air Florida is eager to be one of our guest speakers this Spring.

Booth, in a conversation after dinner with club president, Randy Alexander, expressed an interest in developing a co-op program for Embury-Riddle students.

Just after dinner, Randy announced that the club's treasurer, Gwen Holkeboer, will be "retiring" in December due to graduation. Nominations were taken for a new treasurer and Andrea Tate was nominated. The nominations will remain open until the end of the week. Please place your nominations in Gwen Holkeboer's box 2793.

as a result of seeing a major portion of the Air Force aeronautical inventory. Hopefully the cadets were inspired, to say the least, they had a good time.

What can we look forward to now? The Dining out on December 6!

Angel Flight

pledge fest

coming soon

I decided to help Shari, our Avion writer and write this week's article.

First, I want to thank all the pledges for attending interviews at Holly's. The most popular brand of razor used by the pledge class was Bic. Reasons varied from the way it shaves, to the price.

At least we know our girls will all be smooth and sleek for their initiation on December 12. For those who are getting initiated early you need to decide on a date.

Also, I would like to remind you about this pledge test on Nov. 23. The environmental project this trimester is cleaning up the beach at Ponce Inlet on Saturday, Nov. 22, so mark it on your calendar.

Pledges who owe money for being caught without their pledge pin, please give it to Nancy Topping, Rm. 127, Dorm II. Have a good week.

Lisa Poole
Pledge Master

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PATCO

(Cont. From Page 1)

is installation in 1974."

Eads feels that the computer should be replaced as soon as possible but added that it could take up to six years due to expense and "bureaucratic red tape."

Currently the FAA plans to replace the IBM-420 computers by installing 1990.

Eads summarized PATCO's concern with the obsolete computer saying, "That computer is not writing checks, it's separating airplanes and people's lives are at stake."

New Contract Talks

PATCO officials also want to negotiate a new contract with the FAA. Their present three year contract will expire in March of 1981 and according to Eads, definite changes will be sought.

Though it is now illegal for PATCO employees to strike, Eads

said that were contract negotiations to break down, a strike would not be out of the question.

Job security is one of the major issues at stake in the talks. According to Eads, controllers with spotless records can be summarily fired "without a hot of an eye."



Andy Bernard

Shuttle

(Cont. From Page 1)

And when it returns there again it will be returning directly from space. The Shuttle's first launch will be in the neighborhood of 54H hours from lift-off to touch down. The Shuttle's first revolution will have a couple of maneuvers in it to get it into good orbit and to 150 mile circular orbit. It was at the Dryden Flight Research Center, that the Space Shuttle orbiter was mounted on top of a 747 jet.

Equipped with a delta wing, Space Shuttle orbiter is about the size of a DC-9 jet aircraft and is capable of carrying four Delta type payloads, or 65,000 pounds. The orbiter is designed to carry a crew of up to seven, including scientific and technical personnel.

Since the maximum gravity forces experienced at launch and recovery will not exceed 3G's, any person in good health may travel to and from space in the Shuttle. Researchers will require only several weeks of familiarization training prior to missions, says McCoy.

This seemingly futuristic technology introduced movies like Star Wars just a few years ago, is no longer science fiction, McCoy points out, in 1990 the Space Shuttle Program will still be in its infancy, but the decade of the 80's will have laid down a foundation for a science fiction future, beyond 1990, even the sky is no limit.

According to Secretary of Defense Harold Brown, by the mid-1980's DOD will be totally dependent on Shuttle for supporting space missions, says McCoy.

KEY TO PEACEFUL SPACE EXPLOITATIONS

Just as Space Shuttle may become a crucial link in our national security, it will also be the key to our plans for peaceful exploitation of space.

During the question and answer session, he answered all questions candidly. One student asked what was the total cost of the Shuttle program? While McCoy didn't give exact figures, he explained that in 1971, the Shuttle program cost \$6 million, for 1981 dollars includes the 1971 figure in addition to today's inflation and cost over-run, and a further federal mandate to cut the Administration's budget by 20%. The Shuttle Program is based on achievable technology, and economic feasibility. Without positive support and future interest this proposal is tantamount to its abandonment.

HOW CAN STUDENTS GET INVOLVED IN PROGRAM

Another question posed to McCoy was how flight students could get involved with Shuttle? The astronaut (space pilot) of 19day had a college education beyond a bachelor's degree - often a doctorate in engineering or in science - and in excellent physical condition. In August 1972, NASA announced that it would begin recruiting astronaut/pilot candidates annually. While McCoy didn't state the actual training requirements necessary for shuttle involvement, he did state and emphasize getting qualifications in Management Organization, while downplaying a flying background.

McCoy suggested optimizing your career. "Having scanned 10-14 years of time" in such companies as Boeing, Martin Marietta, TRW, etc., for a solid technological background, preferably a Master's degree with Management experience.

There are some marvelous benefits ahead for mankind, McCoy explains that "NASA is like forward-looking future people. We plant seeds for a living. Seeds that take up to 50 years to become mature trees. Therefore, we think a lot about the future of the forest." You might say, Gene McCoy's planting seeds of thought for "tomorrow. And in 1948, a respected science magazine said, "Landing and moving around the moon offers so many serious problems for human beings that it may take science another two hundred years to look them."

Obviously, no matter what you may hear to the contrary, says McCoy, the future is coming. And soon. And with it will come incredible changes in our lives. This ever-expanding Shuttle future, with its vast and incredible technological innovation is still several years distant. But time is a critical factor, according to McCoy, while the government talks about the future, the Soviets are apparently turning the fantasies of Hollywood into the realities of today.

Local Scene

To get an idea of how local controllers felt about the issues THE AVION spoke to Andy Bernard President of PATCO's Daytona Office.

Bernard told us that while the computer problem does not really affect the Daytona Beach airport controllers, the demands for the new contract file essentially the same as those stipulated by Eads.

"Daytona uses the Automated Terminal Radar System II (ARTS) and not the IBM-920 and we are satisfied with the ARTS II," said Bernard.

Bernard attributes many of PATCO's troubles to FAA Administrator Langhorne Bond who has eliminated various programs and benefits for controllers since coming into the office of Administrator.

"Bond has been quoted as saying, 'A controller job is no harder than driving a bus,'" Bernard said.

Bernard stated that in the upcoming contract negotiations PATCO will be looking for shorter working hours, more staff, and better retirement benefits.

Asked whether he thought PATCO would win these benefits, while Langhorne Bond was Administrator of the FAA, Bernard replied "I don't think so."



Service park bids go out in December



SITE OF E-RAU's proposed service center site on the corner of Clyde Morris and Volusia Ave.

In keeping with its planned expansion program, Embury-Riddle Aeronautical University will ask for bid proposals in December for construction of a Service.

The Park, to be located to the left of the main entrance to Campus off Clyde Morris Boulevard, will consist of three separate buildings

Eddie Hinton brings Redding Soul to E-RAU

By Terri Link

It's difficult to imagine anyone making music like this these days. Day there is Eddie Hinton has mastered the classical soul sounds of Otis Redding, and he will be here to perform at 8 p.m. in the University Center.

Actually, Hinton, a Muscle Shoals session guitarist, owes something to soul men for Tina Turner and Solomon Burke along with others, in addition to Redding (the late prince of Memphis soul). Hinton's sound is all his own vocally, but he pays great stylistic tribute throughout his songs to Redding and other soul greats.

Thompson

(Cont. From Page 4)

Thompson's gutsy vocal, tight arrangement, and polished but loose jamming.

The Robbin Thompson Band is moving up, establishing their style and working on the road. But he has no aversion to returning to

In the five years that he jammed with the Muscle Shoals Rhythm Section, 1967-1971, Eddie Hinton had the opportunity to back up such soul and blues greats as Wilson Pickett, Aretha Franklin, The Staple Singers, Elvin Newley, Bo Diddley, and Yoko Ono. Redding to name a few from a very long list of credits.

Hinton's talent is not in his playing ability alone. He has written songs recorded by Dusty Springfield, Aretha Franklin, Greg Allman, and the most recent, the Nightcrawlers.

Soul is his love, but blues is not far behind. The Songs he plays in concert

are a combination of the two with his own flavor added.

It was early in 1978 that Hinton, along with members of Muscle Shoals recorded his first album "VERY, EXTREMELY DANGEROUS." This opened new doors to the modern soul world.

The first cut, "SHOUT, BAMA-LAMA," is a tribute to Redding (the first hit for the late superstar) - the songs that make up the rest of the E.P. are all original written and produced by the talented Hinton.

His style is every changing. "YOU'VE GOT ME SINGING" is a celebration of love. "SHOOT THE MOON" blues, a joyous "BRAND NEW MAN" and even a gospel flavored "YEAH MAN," which adds life to his recordings and concerts.

Hinton is bringing back the Funky Soul music that has been missing from the music world for far too long.

Service park nearly completed

By Carlos Roque

Staff Writer

The University Service Park, E-RAU's next planned expansion, is nearly completed on paper. While it is to remain basically the same as planned the size of the Service Park has been trimmed from four buildings to three. The only other change involves moving the entire service park south along Clyde Morris some 480 feet from its original location adjacent to the Main entrance.

Stutler, Staff and Associates, Cape Canaveral, Fla., the engineers on the project, have advised the University that their work on the engineering drawings is proceeding ahead of the anticipated schedule. Mr. T. Bruce Croft, E-RAU's new Director of Plant and Facility Development, told this reporter he anticipates the drawings will be available December 1. By January 1, E-RAU will be able to advertise for construction bids and expects to award a contract

by January 15.

The purpose of this service park is to house on the main campus those operations now being conducted on the other side of the airport. Building "A" will be a service station of sorts to fuel, service, and repair the University's fleet of vehicles. Building "B" will contain plant operations - electrical, carpentry, grounds maintenance, stocks and supplies for plant operations, and the office of the Director of Plant and Facility Development. Building "C" is for the print shop, receiving and supply for administration and food processing.

The number of buildings was cut to 3 for budgetary purposes, while the service park's location was shifted to allow room for future development.

By moving plant operations to the east side of campus, it is felt they will be better able to serve both the students and the university.

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Coolie speaks sports

Florida State bowl bound

To start this week's article, I think it's only fitting to mention a few college bowl appointments. Both of Florida's major college teams made it to a bowl game this year. Florida State, after losing in the Orange Bowl last year will get the chance to avenge the loss with a return visit this year. I think it is safe to say that it should be a successful return for the Seminoles.

After a fine year, the Florida Gators will find themselves venturing forth to the Tangerine Bowl. With the large Florida crowd behind them they have a good chance of heading back to Gainesville as winners.

On the other side of the coin, the NFL crept a little closer to the playoffs.

This week like the last few weeks was not without its excitement.

There were very few games which could be termed upsets. The Eagles remain number one after rolling over the Redskins 28-0. New Orleans once again lost to they still claim ownership to the worst record in the NFL, without a single

victory. With a loss for Detroit, Minnesota was able to move into a tie for first after defeating Tampa 38-30, go Minnesota. See you later Tampa Bay.

That's it for this week. Next week some final predictions for the NFL playoffs.

First annual ski fest gets washed out

The first Annual Fall Water Ski Festival between ERAU and Stetson University was cancelled because of bad weather last weekend.

The festival will be held this Saturday, Nov. 22 at Lake Sima in Deltona. Directions to the Lake are available at the Student Activities Office.

Because of the extra planning time available there will now be volleyball and tug-of-war contests included in the day's activities as well as the Skiing and riding events.

All are invited to come out for a full day of fun. Rafting teams from Riddle and Stetson can register at the Lake beginning at 9 a.m.

Stiths 4 remain the team to beat in Riddle bowling league

By Laurie Kanfos, V.P.

We now have the eighth week of bowling completed, bringing the banquet only 24 weeks away. We will be asking a fee of \$10.00 per guest for the banquet. This includes the meal and all the beer they can drink (till it lasts). We will be having a "Cash Bar" for all those who prefer mixed drinks.

The lanes at LaPaloma seem to be broken in; which has made for easier bowling. This showed up on a lot of the score sheets. This week's high women's game went to the league treasurer Manye Rogers from Team No. 5, The Unknowns. She bowled a great game of 193. For the men's high game, Paul Wallace from Team No. 19, Stiths 4, had a fantastic score of 224!

This week's standings are as follows:

TEAM STANDINGS

19-Stiths 4	25-7
13-Joeal Neas	22-10
18-Fire in the Hole	21-11
15-Lancers	20-12
17-LSL	20-12-16725
5-Unknowns	19-12-129
3-DNGN	19-13-16793
12-AHP II	19-13-16310
14-Final Guide	17-15
7-Three on One	16-16
8-Snowblind	16-16-16619
10-Laughing Matters	16-16-16451
16-Gang-Greene	15-17-17233
6-Cash & Co.	15-17-16233
4-Tequila Sunrise	14-18
20-Even Odds	13-19
2-Fliers	12-19-196
22-All Stars	12-20-16635
11-Blue Chips	12-20-16258
21-Swamy Boys	11-21
9-AHP I	9-23-16463
1-Losers	9-23-15781

FAPA

(Cont. From Page 1)

ing for the higher pay of the airlines, he also stated that agriculture pilots worked "in a growing field."

The FAPA president showed the audience where a number of Embury-Riddle graduates were working and what they thought of their jobs. Many graduates were surprised at the

low pay of their positions - mostly commercial flight instructors.

With the keen competition and knowledge required for the job market, Mr. Smith's lecture was a helpful one and FAPA appeared to many students as an extremely helpful job search service at only \$36.00 a year.



John Meidal

Hot shot winner

Donald Johannsen proved to be a hot shot at basketball, by winning the Hot Shot Contest with a score of 36 points in one minute.

This event is held every trimester, and so far, Johannsen has placed in it each time.

Those of you who are into basketball, should try to beat Johannsen's current record next trimester. Start practicing now!



Don Johannsen

Winter weather starts ; deserve some special attention

By G.J. Neill

Now that colder weather is upon us, it is a good idea to review procedures relative to cold weather aircraft operations. Improper engine starting procedures can cause dead batteries, burned out starter motors and even a fire. Fortunately, cold weather operations on Daytona are not as severe as they are up north, but there are some things to do to prevent some of the problems mentioned above.

Many pilots are confused with the use of the engine primer. The primer should always be used except when the engine is hot. The only difference between hot weather and cold weather operations with respect to the primer is the number of strokes used.

A cold engine in warm weather, two strokes is sufficient. In cold (sub-zero) weather, as many as 10 strokes may be required prior to cranking and more after cranking. It is also necessary in sub-zero weather to prime the engine by pumping the primer while manually pulling the prop through.

For standardization purposes, the following table can be used assuming a "cold" engine (a "hot" engine is one that you cannot hold on to the oil dip stick).

and continue prime while cranking you how to do this, ask him.

OAT (F)

65°

50-65°

40-50°

30-40°

20-30°

20 & below

Primer Strokes

3

4

5

6

6

6

In addition to using the primer correctly, the prop should be pulled through by hand on cold mornings for the first flight of the day. This limbers up the cold oil and will relieve the starter of much of the initial load. It should always be remembered that the prop should ALWAYS BE TREATED AS IF IT WERE HOT all the time. The aircraft should be tied and chocked and all switches should be off. Remember that a broken "P" lead on a mag or ignition switch could cause an engine to fire, even though the switches are off. If your instructor has not shown you how to do this, ask him.

Now that we have the engine started, there is something else we need to be clear on. Remember how sticky we are about proper doors for flying? Well, there is a good reason for it and in the winter it is even more critical. The reason for the stringent door requirements is in the event of an off airport forced landing, you must be dressed sufficiently to protect yourself from the elements.

People have died from exposure following a forced landing in which no injuries were sustained. EVEN IN FLORIDA. Know what the temperature forecasts are and dress accordingly (or have a cost/water, etc. with you).

You would be wise to read up on cold weather operations, using your pilot operations handbook. Procedures will differ from airplane to airplane - know what is required for your airplane for the conditions present. An informed pilot is a safe pilot.

SAVE THESE PUZZLE PIECES EVERY WEEK AND FIND THE MYSTERY OF THE SEASON. IT'LL CAPTIVATE YOUR MIND!!

(THERE'S MORE TO COME IN THIS MYSTERY) SO FOLLOW CLOSE AND SEE

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Radio

(Cont. From Page 5)

it's a lot of supportive work.

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Throughout the interview Brother Bob was constantly switching tapes and talking into the microphone besides a thousand other little things with that Star Trek looking comic in his hand.

All in all I was honored by watching a professional doing his job and enjoying it; may we all have the same life.

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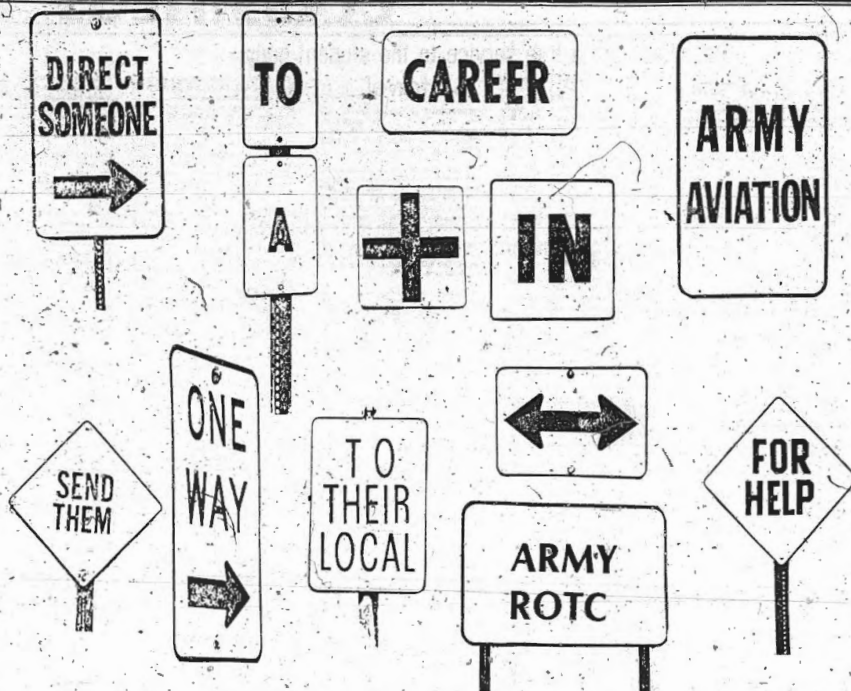
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